

REMARKS / ARGUMENTS

Claims 1, 4-9, and 11-20 have been resubmitted. Claims 1, 8, 9, 12, 19, and 20 have been amended. Claims 2, 3, and 10 have been canceled. Claims 21-28 have been added.

The Examiner objected to Claim 20 because of informalities set out as lack of antecedent basis and typographical errors. The Examiner rejected Claims 1, 2, 6, 7, 9, 15, 16, 17, 19 and 20 under 35 U.S.C. Section 102b, as being anticipated by Lampe et al. (U.S. Patent No. 5,097,659). The Examiner also rejected Claims 1, 2, 4, 5, 7, 9, 13, 14, and 16-20 under 35 U.S.C. Section 102(b) as being anticipated by Lampe et al. (U.S. Patent No. 5,031,398). ✓

The Examiner objected to Claims 3, 8, 10, 11, 12 as being dependent upon a rejected claim base, but would be allowable if rewritten in independent form including all of the limitations of the base claim and any intervening claims, and for which applicants thank the Examiner. ✓

Examiner's Interview

An Examiner's Interview was conducted by telephone on July 8, 2003. Amendments to the claims were discussed; however, no agreement was reached.

Informalities

Claim 20 has been amended to cure the informalities noted therein. Applicant respectfully requests withdrawal of said objection. ✓

Section 102b Rejections

Lampe et al., (U.S. Patent No. 5,097,569)

Lampe et al., U.S. Patent No. 5,097,659 ('659 Patent), teaches an airframe power unit for producing a power output comprising, *inter alia*, a pressure transducer (shown as item 60 in Figure 4). It appears that the invention of the '659 Patent necessarily relies on said pressure transducer to ensure proper pressure of the fuel flow from a primary valve (shown as item 52 in Figure 4) to a combustor (shown as item 16 in Figure 1). It appears that the invention of the '659 Patent further relies on a temperature sensor (shown as item 66 in Figure 1) to calculate a solution to produce an output signal which maintains the fuel flow in the primary fuel circuit through the primary fuel injector (shown as 58 in Figure 1) to produce stoichiometric combustion in the combustor.

By contrast, Applicant's invention provides an improvement over the prior art by providing a lean-burning APU system that eliminates the need for such a pressure transducer or such a temperature sensor, as set out in the present application, page 7, lines 1 – 3. Therefore, Applicant respectfully submits that the '659 Patent fails to anticipate the present invention. Applicant respectfully requests reconsideration and reexamination of said claims.

Currently amended claims 12 and 24, and new Claims 21-28 of the present invention are distinguishable from the cited art due to the inclusion of a fuel tank having an expulsion device such as a free-surface, a piston, a diaphragm, or a bladder-type expulsion device for rapidly expelling the fuel from the tank, page 5, lines 20-24. This feature is lacking in the cited art.

Lampe et al., (U.S. Patent No. 5,031,398)

Lampe et al., U.S. Patent No. 5,031,398 ('398 Patent), teaches a control system for generating emergency hydraulic or electrical power comprising, *inter alia*, a temperature sensor (shown as item 28 in Figure 1). It appears that the invention of the '398 Patent necessarily relies on the temperature sensor to prevent overtemperature conditions from causing a mishap in a combustor (shown as 16 in Figure 1). Further, it appears that the invention of the '398 Patent also relies on a pressure sensor (shown as item 26 in Figure 1) that produces an output voltage in proportion to the pressure upstream from a venturi (shown as item 30 in Figure 1). The output voltage is received as input to a signal conditioning circuit (shown as item 52 in Figure 1) and ultimately used to calculate a control signal used to control a primary fuel valve (shown as item 38 in Figure 1), column 4, lines 14-62.

By contrast, Applicant's invention provides an improvement over the prior art by providing a lean-burning APU system that eliminates the need for such a pressure transducer and such a temperature sensor, as set out in the present application, page 7, lines 1 – 3. Therefore, Applicant respectfully submits that the '398 Patent fails to anticipate the present invention. Applicant respectfully requests reconsideration and reexamination of said claims.

Currently amended claims 12 and 24, and new Claims 21-28 of the present invention are distinguishable from the cited art due to the inclusion of the fuel tank having an expulsion device such as a free-surface, piston, diaphragm, or bladder-type device, for rapidly expelling the fuel from the tank, page 5, lines 20-24. This is a feature lacking in the cited art.

CONCLUSION

Applicant's attorney would like to thank the Examiner for the telephone interview of July 8, 2003. In such interview, amendments to the claims were discussed, but no agreement was reached.

Reconsideration and withdrawal of the Office Action with respect to Claims 1-20 are requested. Favorable consideration of new Claims 21-28 is requested.

In the event the Examiner wishes to discuss any aspect of this response, please contact the attorney at the telephone number identified below.

Respectfully submitted,

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